









## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

## Special Show.

**WHITE COSTUME MUSLINS.**

MERCERISED LAWNS.  
LACE STRIPES.  
TAFFETTAS.

**WHITE SUMMER MUSLINS.**

**COSTUME MUSLINS.**

EMBD.  
NAINSOOKS.  
SPOT MUSLINS.

**WHITE EMBROIDERED ROBES.**

**Wm. Powell, Ltd.,**  
Des Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.

Hongkong, 15th June, 1908.

## To Let.

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.)

Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 9th June, 1908. [188]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.  
ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—  
S. J. DAVID & Co.,  
Prince's Building.  
Hongkong, 1st June, 1908. [559]

## TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.  
A HOUSE in RYON TERRACE.  
OFFICES in YORK BUILDING.  
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 156, Des Vœux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.  
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
... gth June, 1908. [64]

## TO LET.

NO. 16, CAINE ROAD, Six-roomed Dwelling House, furnished. Rent moderate. HOUSES in AUSTIN AVENUE, Kowloon, facing harbour, cheap rental.

Apply to—  
A. RAYMOND,  
C/o S. J. David & Co.  
Hongkong, 15th May, 1908. [48]

## TO LET.

GODOWN No. 54, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 8th May, 1908. [490]

## TO LET.

NO. 4 and 8, LEIGHTON HILL ROAD.

Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

## TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th June, 1908. [195]

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 22nd May, 1908. [527]

## TO LET.

GOOD OFFICES at 2, PRINCE STREET.

Apply to—  
JARDINE, MATHESON & Co., LD.  
Hongkong, 28th May, 1908. [548]

## For Sale.

BELT CURE NO FICTION!  
MARVEL UPON MARVEL!  
NO SUFFERER  
NOW DESPAIR,  
but a... of quackery, may safely, speedily and... ally cure himself without the knowledge of a... party. By the introduction of

1. NEW FRENCH REMEDY

1. THERAPION

2. THERAPION No. 1—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

3. THERAPION No. 2—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

4. THERAPION No. 3—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

5. THERAPION No. 4—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

6. THERAPION No. 5—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

7. THERAPION No. 6—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

8. THERAPION No. 7—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

9. THERAPION No. 8—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

10. THERAPION No. 9—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

11. THERAPION No. 10—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

12. THERAPION No. 11—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

13. THERAPION No. 12—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

14. THERAPION No. 13—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

15. THERAPION No. 14—A Sovereign Remedy for discharges, suppurated eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the blood, restores the system, and thoroughly eliminates all venereal matter from the body.

## Intimation.

## A. CHAZALON &amp; CO.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,  
BREAKFAST BACON,  
CALF'S HEAD & HAM,  
PEAS & HAM,  
PORK, MUTTON & VEAL CUTLETS,  
CHICKEN & HAM,  
VEAL & GAME PATES,  
MUTTON & CHICKEN CURRY,  
ASSORTED SOUPS,  
FRENCH JAM &  
FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908. [53]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on

WEDNESDAY,  
the 17th June, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road Central, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising—  
"DOUBLE and SINGLE IRON BED-STEADS and BEDDING, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHTANDS and BUREAUS with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE."

Also  
ONE COTTAGE PIANO by The Robinson Piano Co., ONE AMERICAN BILLIARD TABLE with ACCESSORIES COMPLETE, ONE COMBINATION IRON SAFE, &c.

AND  
A quantity of YAMATOYA CREPE SHIRTS (in boxes of 1 doz. each, various sizes) and ANTIMONY WARE.

TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 13th June, 1908. [595]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,  
on

TUESDAY and WEDNESDAY,  
the 23rd and 24th June, 1908, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising—  
Old and Surplus Naval Stores—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, C-AL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c.

Old and Surplus Victualling Stores—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c.

Catalogues will be issued.

TERMS OF SALE—As Customary.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 5th June, 1908. [573]

ALFRED HERBERT RENNIE, Deceased.

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz.—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Inland Lot No. 1,533, held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1901, at the annual Crown rent of \$552 Together also with all that substantially built, residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Fin."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowes Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Gardens, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—  
Messrs. JOHNSON, STOKES and MASTER,  
8, Des Vœux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 10th June, 1908. [583]

## COMMERCIAL.

## FREIGHT MARKET.

In their fortnightly report, Messrs. Lambe & Rogge write on 13th inst.:

Dulness continues to rule supreme all along the coast, and prospects for any recovery seem as far off as ever. Whatever chartering orders come into the market, are eagerly snatched up, if owners see but the slightest chance of covering their actual outlay. But even such poor business as will pay steamers' expenses and nothing more, is difficult to secure, and as a consequence the laying up of all sorts of boats has become the order of the day. Already there are in Hongkong harbour unemployed steamers, the dead weight capacity of which aggregates some 400,000 piculs and a further considerable accumulation is bound to follow, unless some unexpected outlet present itself before long.

Some further demand Saigon to Hongkong has been readily met at 11 and 12 cents. The list of fixtures in this direction includes two Bangkok "liners," which have evidently been unable to find employment in their own sphere.

From Saigon to 1 port Philippines the charter is reported of a small-sized boat at 27 cents, and from Saigon to Japan a couple of settlements have taken place on basis of 21 cent per picul.

Rumour has it that for July/August/September shipment a few cargoes have been sold from Saigon to Java. The necessary tonnage is also supposed to have been arranged for, but details are as yet being kept private.

From Java and Bangkok there is still nothing doing.

The rate Newchwang/Canton now stands nominally at 18 cents per picul.

Turning to coal charters:

Wakamatsu to Hongkong and Moji to Hongkong two boats have been secured at \$1.45 and \$1.35, respectively.

Moji to Canton there has been a charter at \$2.00 and to Saigon at \$1.50.

Kutchinora to Hongkong \$1.60 has been paid for a steamer.

As for sailers, there is nothing to report.

Sail Tonnage loading or to load—None.

Sail Tonnage Disengaged—British barque Jutepolis, 2,655 tons reg.

Departure of Sailers—None.



## MALARIA'S DREADFUL DREAMS

GIVE WAY TO THE PEACEFUL SLEEP OF PERFECT HEALTH.

FEVER VICTIM IN JAVA TELLS HOW HIS SHATTERED HEALTH WAS COMPLETELY RESTORED BY

Dr. Williams' Pink Pills.

The enormous death rate from Malarial Fever would speedily decrease if the value of Dr. Williams' Pink Pills for Pale People as a remedy for this malady were more generally known in the Far East. Fortunately this knowledge is spreading fast, as the ever-increasing flood of testimonials from thankful cured Malarial sufferers proves. Here is one of them.

"About a year ago I took ill with Malaria," said Mr. Henry M. Keasberry, of Batavia, Java. "The Fever used to come on at intervals, and it made me very weak and anemic. My hands and feet used to get icy cold, I had bad headaches, shooting pains across the spine and shoulders, I perspired profusely, suffered tortures from indigestion, and what little my poor appetite allowed me to eat made me feel overful and exceedingly uncomfortable. At night I could not get proper sleep on account of bad dreams. I had a sorrowful complexion. After walking a short distance I would be quite out of breath.

"I was doctored by a European physician but his medicine only gave me temporary relief. It was after reading in the newspaper the testimony of another malarial victim cured by Dr. Williams' Pink Pills for Pale People that I was induced to give these Pills a trial. I bought two bottles, and after taking the contents of the first of these I felt much better, so I continued using the Pills until I was quite well. Then the Fever had quite left me, my appetite was improved wonderfully, all the pains that I formerly suffered had disappeared. I am now in good health and can do my work better than at any time since I came here.

"Since my cure by Dr. Williams' Pink Pills I have had no return of the Fever. You may certainly publish what I have said." It may be added that Mr. Keasberry is an assistant in the Shanghai Life Assurance Company's office at Batavia.

It is by driving the Malarial poison out of the blood that Dr. Williams' Pink Pills for Pale People cure Malaria; in the same way—through the blood—they have cured thousands of sufferers from Anemia (weak watery blood), Debility, Nervous Breakdown, Early Decay, Indigestion, Liver Complaint, Sick Headache, Rheumatism, Paralysis, Beri-Beri, Eczema, Scrofula, Bolls and skin eruptions generally, and the after-effects of Fevers, Dysentery and Chills. To ladies suffering from the special ailments of their sex, they are especially valuable, and they are the great Tonic for children who are ailing, undernourished, or weak. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8/6, or a bottle for \$1/6, post free to any address.

## Consignees.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

## STEAMSHIP "MONTROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 9th June, 1908. [581]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. China.  
From Calcutta, ex S.S. Sunda.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 10th June, 1908. [7]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Steamship

"KARONGA,"

Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th June, 1908. [589]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR,"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 11th June, 1908. [7]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M., and 4 P.M., daily (Sundays excepted) to receive and deliver perishable goods.

WM. FARLAW, Manager.

Hongkong, 12th June, 1908. [11]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.



## ment accordingly. [REDACTED]



## Telegrams.

## The British Navy.

London, 12th June. The *Daily Telegraph's* Portsmouth correspondent states that immediately the battleship *St. Vincent* is launched in September next, preparations will be made to lay down another battleship of 21,000 tons displacement and armed with 13.5 inch guns. The new ship may possibly be driven by gas engines, dispensing with funnels, and she will cost 2½ millions sterling.

## The King's Visit to Russia.

Commenting on the meeting of the King and Tsar at Reval, the German press says that while the changes in European politics, especially as regards Macedonia, were overshadowed by the meeting, it was only natural that anxiety should be excited, but that the emphatic insistence on peace by both monarchs is destined to dissipate all fears.

## MOROCCO.

13th June. Mulai Haide's entry into Fez seriously affects the situation, and will probably oblige France and other Powers to reconsider the position.

## The Yunnan Rebellion.

A semi-official communiqué at Paris shows that France adheres to her demands on China, and also requires that the Chinese shall place no further obstacles to the carrying-out of French mining concessions in Yunnan.

## The "Lusitania."

The Cunard liner *Lusitania* has arrived at Sandy Hook, having crossed the Atlantic in 4 days, 20 hours and 8 minutes, which is a record.

## Later.

## Sir Robert Hart on the Chinese Customs' Service.

Sir Robert Hart, interviewed by *Routledge's* representative, said that he thought the young Chinese would bow to a course of training, and be admissible to the Customs' service in four or five years. As time advanced, the foreign element would gradually disappear, but the service would remain much as at present during the currency of loans. Nothing can prevent China from becoming a world power, but she will move slowly, and it is unlikely that she will change from a friendly into an aggressive power.

China means to do something in Tibet, and she is seriously considering the development on commercial lines, the establishment of a postal system in that region.

## Chinese Seamen in the United Kingdom.

Mr. Churchill assured a deputation of British seamen that it was not intended, to allow Chinese sailors in the United Kingdom, and that new regulations were being drafted requiring them to pass the language test, unless they could prove they were Britishers.

## THE YARN TRADE.

## IMPROVEMENT IN JAPAN.

The position of the Kasaka Spinning Company is reported to have much improved, says the *Japan Chronicle*. In the previous period the result of the working of the company was unsatisfactory, there being a large accumulation of raw cotton and yarn; the bills issued by the company standing at ¥200,000. Since January last the company has largely disposed of its stocks of yarn and redeemed the bills, the value of which is now reduced to about ¥20,000. In consequence, however, of the low price of yarn this year it is expected that the company will show a loss of some ¥20,000 on the working for the present period. The company has been selling yarn for ready money, and buying raw cotton in cash of late. By this means the company has been making some profit by saving interest and other expenses.

The opening of the third mill of the Fuji Spinning Company, which was completed in December last, was celebrated last week. It is stated that the cost of the mill, which covers 30,000 square of land, has amounted to ¥1,557,300. The number of spindles is 397,800, in addition to 11,000 used for twisted yarn, and the machinery is driven by electricity derived from water power. At the same time the opportunity was availed of for unveiling a bronze statue of Mr. Hibiyu, a well-known merchant of Tokyo, who has long been a director of the company. The statue has been erected on the ground of an Inari temple near Koyama Station on the Tokaido line, and bears an inscription stating that it is in commemoration of services rendered by him in developing the company.

In their report of 4th inst. on the Shanghai piece goods trade, Noel Murray & Co. write: "We understand that advice has been received from Japan that out of respect for the moral scruples of the governing powers in this country the Cotton Spinners Association in Japan has decided not to put lottery tickets or prize coupons in the bales of yarn shipped to China, only to other foreign countries." Another interesting piece of information has been published during the week that the U.S. Consul at Chongchun has reported, presumably to his Government, that the American (we had almost said the British) trade in Manchuria has been seriously affected. And yet another is that the financial Committee of the House has by a large majority adopted a resolution to terminate the free port system in Vladivostok. That will be a blow to the export trade from there which is springing up should it come about.

## HONGKONG VOLUNTEERS.

## SMOKING CONCERT.

A very enjoyable smoking concert was held at the Volunteer Headquarters on Saturday night, when H.E. Sir Frederick Lugard kindly consented to be present at the annual distribution of prizes. The hall was tastefully decorated for the occasion. There was a large gathering of volunteers and citizens, and additional colour was lent to the occasion by the presence of several naval and military officers. H.E. The Governor graciously stayed to the end—which was at midnight—in interested and amused listener.

The following are the list of prizes won during the season:—

Blake Shield: For Musketry Course: won by No. 2 Company (late left half No. 1). Saunders' Cup: For 15-pdr. B.L. gun practice: won by No. 2 Company (late left half No. 1). Gascoigne Shield: For Maxim gun practice: won by No. 3 Company (late right half No. 2). Lugard Cup: For General Efficiency: won by No. 4 Company (late left half No. 2).

The above prizes, in the order named, were handed to Captains Wood, Armstrong, and Skinner on behalf of their respective Companies.

Bombardier Sorby won the Nathan Cup for all-round efficiency.

After the distribution of prizes, H.E. the Governor addressed a few words to those present. His Excellency said he did not intend to make a long speech. He thanked those concerned for their kindness in inviting him to present the prizes. He hoped that those who had the good fortune of winning prizes this year would be successful again next year. To those who happened just to miss the target, and for that reason the prizes, he wished better luck next time. He expressed a wish that the newly-formed Infantry Company, which consisted of only a few men at present, would have a fairly large number by next year, especially as the new Captain (Capt. Johnston) was a popular man.

Among those who contributed to the merit of the evening were Messrs. Goldring and Moore, who gave several songs, and whose well-trained and powerful voices elicited ecstasies. Mr. Moore was obliged to render "The Yeomen of England" a second time. The comic element was supplied by Captain Parke, whose songs "Stand up" and "My School-Days," given in his usual catchy style, highly amused the audience. Captain Taylor, A.D.C. to the Governor, was also kind enough to give a song, "To the Sea," which was appreciated. Sapper Todd's song "The Admiral's Broom," which stirs the heart of every true Englishman, was a great success. Lieut. Northcott contributed one of his usual ticklish stories, which did not fail to tickle his audience. Staff Paymaster Gyles, of H.M.S. *Floer*, gave "The Drunken Sailor" in his inimitable style, and was heartily applauded. There were several other items too numerous to mention, and a few minutes before midnight, the National Anthem brought a very enjoyable evening to a close.

## CHINA TELEGRAPHS.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration in order to secure full control of the service, reports the Peking Correspondent of the *N. C. D. News* on 30th ult. The following reasons for this decision, are given:—

1. To convert the administration into a Chinese Governmental department.
2. To increase its capital to at least Tls. 5,000,000.
3. To repair thoroughly all cable and land lines where necessary.
4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.

5. To reduce the charges, which are now many times higher than in foreign countries. H.E. Ching Pi, President of the Ministry, is preparing a memorial on this question for Imperial sanction. The President is conferring with Duke sai Tai, President of the Ministry of Finance, as to how funds may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase on the ground that the Government will lose confidence in the matter of future industrial enterprises, if Chinese merchants who have shares in the telegraph lines are compelled to sell them, as the service is a paying concern, though not so profitable as it might be, on account of heavy working expenses and other reasons which can only be guessed. In foreign countries, the Governments give certain subsidies in such big enterprises; but in China the practice is quite different, for the telegraphs as well as the C. M. S. Company have to pay royalties to the Manchou Government in return for its protection. I am informed on good authority that the Government received about Tls. 300,000 annually as royalty from these two companies.

Both companies are complaining of bad business and appear to need overhauling. H.E. Sheng Kung-pao was one of the principal founders of these two companies about thirty years ago when he was in North China under the late Viceroy of Chihli, Li Hong-chang. But both were taken from his hands in 1905 by H.E. Yuan Shih-kai for financial ends. Viceroy Yang has sanctioned the memorial of Tao-tai Li, Director of the Peking official telegraph office at Tientsin, suggesting that the control of the Chinese telegraph lines in Manchuria be taken back from the mercantile telegraph company to the French concession of that Treaty port because the lines were built by the Provincial Government of Chihli during the Sino-Japanese War.

## "YELLOW PERIL" ON BRITISH SHIPS.

THE DANGER OF CHINESE ASCENDANCY.  
(From a Nautical Correspondent.)

It has been said again and again, and that by politicians of all parties, that we islanders would be starved out if our merchant service were stopped to any considerable extent for a period of three months. This is a fact we know, from the computation of actual figures; and, while not being in any present danger of such a calamity, it serves well to show us what there is before us in a probable serious derangement in our mercantile marine. This probability arises from the very rapid growth of the custom of employing Chinese seamen aboard home-coming British craft.

The time was when he of "the childlike smile and bland" (as Bret Harte wrote of him, with an irony that was almost equal to Antony's "Brutus is an honourable man") was held on all waters, wherever his name was known; to be the incarnation of all the evils that could get out of the sight of land, or even gain an offing.

## "CHINA TOWN" IN CARDIFF.

This reputation came chiefly from the almond-eyed ones' downright devilishness as a pirate and a mutineer on the coast of his own Flowery Land. Hardly has that disruptive dropped into quietude than, lo! "Ching-Ching" emerges as the embodiment of all that a seaman should be, even in the eyes of a shipowner. He who came, over the horizon of British shipping, to be cursed, and was cursed inconsequently, has stayed to be blessed; and blessed, indeed, by those who cursed the most, the British ship's officer and his employer. Ten years ago, to the writer's knowledge, there was hardly a Chinese sailor shipping under the Red Ensign out of Cardiff; now there are some three or four hundred, with their regular boarding-hours off Bute-road, kept by their own companies, and, these men are still continually by British officers in preference not only to the bad-named and long-since-ought-to-have-been-hunged and dog of a British merchant seaman, but even to the exclusion of that one-time entire perfection of nautical virtues, the Scandinavian sailor.

Where is the wickedness of all this? Can it be that "Ching-Ching" has indeed and truly put off the evilness of his make, as the serpent sloughs its skin, and emerged without so much as one hereditary blot of all that former blackness? If such a miracle be, and this phenomenal increase in the employment of Chinese seems to prove it, then, in spite of our materialistic want of faith, the days of miracles are not gone yet. In Glasgow, in Liverpool, and in London—as we saw the other day—this employing of the "heathen Chinese" is going ahead like a racing clipper; so much so, in fact, that there is every probability of ugly work being done, should any serious breach of the peace occur in the matter, by the "foreign element" of our mercantile marine. Unlike the British seaman—as the writer has several times experienced—neither the "Dago," nor the "Dutchman," will be satisfied with the use of his fists, or a few Chinese missiles of no formidable nature. With them it will be, quickly and not limitedly, the knife. The British sailor detests the Chingamap; but his foreign shipmate hates, and absolutely despises the yellow alien.

## A DISQUIETING OUTLOOK.

Shipowners, especially those at Cardiff and Glasgow, who are persisting in the employing of Chinese sailors, declare that the latter are no cheaper, on the whole, than white seamen are. This we—who also know something of the items in the matter—are privileged to doubt. And, at the same time, it may be asked as a fair question: If the affair be one purely of the conduct of the men, why put aside the exemplary Scandinavian for one whose conversion to respectability at sea is as rash, as unadvised, and as sudden as Juliet said her love-contract was—and may be, in a way, as tragical? No, we know that it is not entirely a question of behaviour aboard that is bringing so many Chinese sailors under the Red Ensign. To-day mutiny by native seamen on British craft is the *Chitra Sea* is not rare, neither is piracy. And nearer home, at Dartmouth, only a month ago, a whole "forward crowd" of this sort were sent to gaol for a month for refusing duty and threatening the officers with knives. A few months back a similar occurrence happened aboard a big packet, outward bound in the South Atlantic; but, happily, a stand of old rifles put matters into their proper order. Has such a thing been done by a British, or even a "mixed," crew during the past twenty years? We doubt it. At any rate, the outlook, even to the quiet mind that examines things, is decidedly disquieting; and that, too, in spite of the fact that the forward personnel of the British mercantile marine—owing mainly to its composite elements—is anything but a homogeneous body that will hold together in a given cause. In former struggles between employer and employed, in this vital branch of the nation's industrial life, the master won solely by the means of a lack of homogeneity in the strikers. The foreign element were enough to break the latter's camp. But in such a case as this, whereof we now see a beginning and hear more than we see, it would be all the "white against the yellow." And the result? A practically complete stoppage of our merchant service.—*Pail Mail Gazette*.

We hear on good authority that the case against Sergeant Rangel will come before the Portuguese Court in Macao shortly. In the course of ordinary procedure, the fact that the Consul General was the prosecutor having made it impossible to try the case here. Dr. Nolasco, who arrived here a few days ago in connection with a civil case, was approached, concerning the defence, but it appears, decided to take up Rangel's case.—*N. C. D. News*.

## THE OPIUM QUESTION.

## HONGKONG'S SCARE.

The *Calcutta Daily News* says:—The news from Hongkong, that the Chamber of Commerce predict disaster to the Colony's prosperity if the opium dens are shut down, seems to reflect somewhat on the source of that prophecy. It seems an odd thing that the Chamber of Commerce should take such a view. If the Chamber of Commerce of Hongkong were to say that the closing of the drink shops would be a dreadful calamity to the prosperity of the city, everyone would laugh. Of course, however, the Chamber know what they are talking about and probably they are protesting merely against the hypocrisy of the whole thing and the impossibility of the whole thing for a Government goaded by wild missionaries often bites off more than it can chew.

## THE PIECE-GOODS TRADE.

AN OPEN LETTER BY A LEADING CHINESE MERCHANT.

The trade of Shanghai greatly exceeds that of any other port, while the largest branch of trade in the port is that in piece-goods. Since 1900 foreign firms have all started branch houses in Tientsin and Newchwang, where their agents have been able to deal directly with purchasers. In consequence of this the distributing trade of Shanghai decreased immediately. Indeed, since the troubles of the year before last, the trade in coloured piece-goods has almost been ruined. Moreover, those engaged in this particular business suffered in addition great losses *sub rosa*. This, it may be stated, has been the origin of the losses suffered by Chinese merchants. Still more serious a harm to the trade has been the starting of new foreign firms which engage shroffs to go about and recklessly invite people to make contracts for goods. As a matter of fact there have been opened several tens of new foreign houses, all of which engage shroffs to bring business to the house. These shroffs only desire to effect a contract for their house without making any distinction as to whether the dealers they make such contracts with will be able to take them up or not in the future. New there has always been an uncertain limit in the trade in coloured piece-goods. If the supply exceeds the demand disaster becomes apparent at once. The amount of these goods at present in stock which represents one year's supply is sufficient to fill the demand of three years. Is it to be wondered then that there is a stagnancy in the trade? In addition to this exchange has "shrunk" to such an unprecedented extent that piece-goods men have one and all suffered great losses therefrom.

A perusal of the daily papers, shows long lists of foreign houses who have brought suits against Chinese houses for failing to take delivery of goods. No day passes in which the papers do not report at least one or two such cases tried in the Courts. As a result, there are proprietors of houses that have been sued by foreign houses who have been forced to close business. Prior to being sued these proprietors have been able to borrow here and there as running concerns; but no sooner were the summonses out than confusion began, rendering it impossible for the proprietors to keep their houses open any longer. Those who manage to learn beforehand that steps are being taken to sue them have been known to abscond. Even if they become subsequently caught, and are imprisoned in the Mixed Court no one has yet heard of any of the foreign plaintiffs receiving back both principal and interest in full. For this reason it is necessary to come to some arrangement for the common good, and we have addressed this straightforward letter to heads of foreign firms with such an object in view.

Never has trade been so bad in Shanghai as at the present time. In former times proprietors of houses acted cunningly. Although possessed of much money, no sooner did it become apparent to them that they would lose money on a contract than they would pretend to be on the verge of bankruptcy and fail to take delivery of their goods. As soon as, however, they learn that proceedings are to be taken against them, then, fearing to lose their own good name, they hasten to ask some one to go on their behalf to the plaintiffs before the case comes to Court to try to come to some arrangement. Instances have been known even where claims have been paid up in full. It is not so at the present time. During the years gone by people have become exhausted in energy and resources. There is yet another class of people, who knowing that they have lost money, therefore, make a large number of contracts with the object like the gambler of gaining or losing by the single cast of a die. Proprietors of such houses even if you punish them by having them sawn and/or, it is to be feared, have only their lives to offer as they possess nothing substantial. Moreover, out of every hundred houses we cannot find more than one or two able to stand independent. How then can it be expected that by entering suit against all these houses there is any chance of settling matters? We do not say that foreign houses ought to sue, we really mean to suggest that by entering suit foreign houses needlessly spoil the market without obtaining any advantage for themselves. If one does not see he can make the dealer take delivery of goods at the selling market rates. By so doing he will be able to obtain, from seventy to eighty per cent of the value of his goods. The loss will, therefore, be only twenty to thirty per cent. The dealer who has lost money will always seek to better matters so that he will be able easily to make good the twenty per cent to thirty per cent loss. If, on the other hand, the dealer is sued, he finds himself under arrest, and put into confinement. He, therefore, has no opportunity to go about to seek for purchasers of his goods. The foreign house naturally then gets hold of some one to take the intended dealer's place in seeking for purchasers. The substitute, however, being ignorant of the channels through which the intended dealer has been accustomed to sell

## To-day's Advertisements.

## THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that ALBERTO DEMER BARRETO, a partner of the firm of CRUZ BASTO & Co., of Hongkong, Merchants, has, on the 1st day of May, 1908, applied for the registration, in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

A five-pointed Star within a Crescent and the words "Red Crescent and Star Brand" in the name of CRUZ BASTO & Co., of Hongkong, Merchants, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant since the month of October, 1906, in respect of CAMPHOR in Classes 1, 2, 3 & 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of June, 1908.

WILKINSON & GRIST,

Solicitors for the Applicants.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 19th instant, at 2 o'clock P.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 15th June, 1908. [598]

## COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN,"

Captain Lemonnier, will be despatched for the above Ports on or about the 22nd inst.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 15th June, 1908. [599]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 25th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED Agents.

Hongkong, 15th June, 1908. [596]

## NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 17th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th June, 1908. [597]

his particular line of goods cannot, therefore, obtain as good prices as the said dealer. The substitute, moreover, charges commission on sales, and this makes the foreign house's losses still greater. Furthermore, the chances are that the substitute, being also a piece-goods dealer, may also have goods in some other foreign house which he has been unable to take delivery of. Such being the case this same substitute may himself be a defendant in due time at the Mixed Court, and also find himself imprisoned, which puts another piece-goods man in the hands of the law, while the piece-goods market has one man less to sell goods.

In a word, if every piece-goods dealer finds himself sued and as a result all are imprisoned, fettered and unable to go about their business, what will be the result? What will the plaintiff have to do to settle matters under such circumstances? Do foreign houses think that by merely entering suit against a dealer they will be able to hand over the money to the banks? The piece-goods trade is indeed in critical circumstances. In the interest, therefore, of proprietors of houses, of the heads of foreign houses and of all whose trade is in piece-goods I (we) exhort you all to come to some working arrangement of mutual give and take. There is nothing better than this. What do I (we) mean by the words "Tung Jung" (working arrangement of mutual give and take)? It is to allow the dealer to take delivery of his goods at the selling market rate and that he be given a limit of time to make good the deficit arising therefrom. This is the whole question contained in a nutshell.

Let the past be the past, while the future will readjust itself. It is my (our) hope that proprietors of houses who have been guilty of reckless contract making, and those foreign houses which have recklessly allowed the making of such contracts will not forget the great difficulties of the present day, and hasten to come to some mode of procedure which shall grant against a repetition of such dangers. All of us will be fortunate indeed.—*N. C. D. News*.

## Intimations.

## THE ROBINSON PIANO Co., LTD.

SPECIALISTS IN High Class Pianos

BY THE

Leading Makers OF THE WORLD.

STEINWAY, BECHSTEIN, BRINSMEAD, WERNER, and other makes of repute.

ALL PIANOS SPECIALLY CONSTRUCTED FOR TROPICAL CLIMATES AND FULLY GUARANTEED.

Special Prices for Cash OR EASY PAYMENTS.

INSPECTION INVITED.

Hongkong, 4th June, 1908. [15]

## KOWLOON HOTEL.

OH! VERY BAD. OH!! VERY BAD.

BUT

Remember the Phrase

TRY IT AGAIN, TRY IT AGAIN.

Now entirely under NEW MANAGEMENT.

"WE NEVER SLEEP"

A PRIVATE BAR and a PUBLIC BILLIARD ROOM

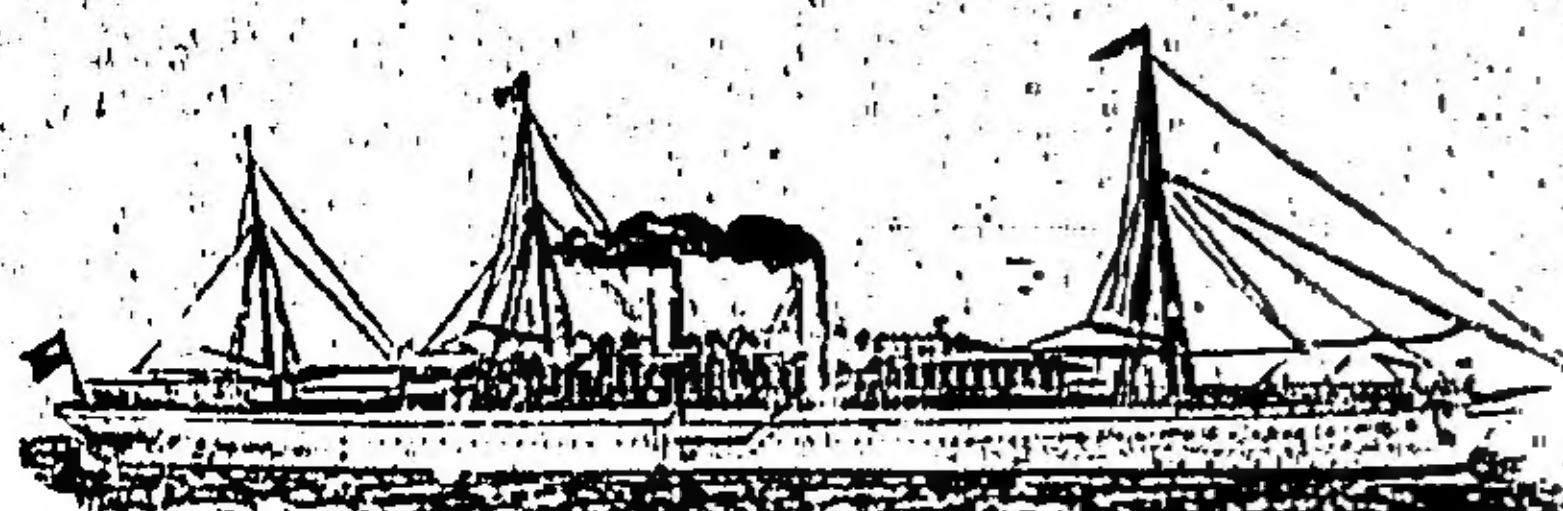
will be opened shortly.

O. E. OWEN.

Hongkong, 15th June, 1908.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ZENNOX"	3,700	THURSDAY, June 18th	July 17th
"EMPERESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th
"EMPERESS OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARGH"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPERESS OF INDIA"	6,000		

S.S. "EMERALD" and "EMERALD OF JAPAN" are Freighters only and do not carry Passengers.  
"EMERALD" steamships depart from Hongkong at 4 P.M.  
S.S. "EMERALD OF JAPAN," "EMERALD OF CHINA" and "EMERALD OF INDIA" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Fast Mail Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... Canadian Atlantic Ports or New York 7/1.10.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... 4/40. " " 4/42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.  
R.M.S. "EMERALD" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points around the world.  
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
W. ORADDOCK, General Traffic Agent for China, &c.,  
Corner Pender Street and Praya, Opposite Black Pier

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	WANGHONG	TUESDAY, 16th June, Noon.
SHANGHAI	HAN SHANG	WED. DAY, 17th June, Noon.
TIENSIN	CHEUNG SHANG	THURSDAY, 18th June, Noon.
SANDAKAN	MAUSANG	THURSDAY, 18th June, 4 P.M.
SHANGHAI, YOKOHAMA, KORE	LOONGSANG	FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KORE	NAM SANG	TUESDAY, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	WED. DAY, 24th June, Noon.
MANILA	YUE SANG	FRIDAY, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The steamers *Kaitang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.  
For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
General Managers.  
Telephone No. 61.  
Hongkong, 15th June, 1908.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	16th June, 4 P.M.
MANILA	"TEAN"	16th " "
AMOI & SHANGHAI	"KIUKIANG"	16th " "
CEBU & ILOILO	"KAIFONG"	17th " Noon.
HOIHOW & HAIPHONG	"CHILHI"	18th " 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Reduced Saloon Fares, Single and Return, to Manila and Australia.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 15th June, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 20th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 15th June, 1908.

## Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 2 o'clock P.M.

For Freight or Passage, apply to  
DOUGLAS LAFAIR & CO.,  
General Managers.  
Hongkong, 15th June, 1908. [593]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"  
will be despatched for the above Ports on the 20th June, 1908.

To be followed by  
S.S. "CARNARVONSHIRE"  
sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 15th June, 1908. [597]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 9th June, 1908. [579]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KORE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,606	Garlick	18th July.
Suvaric	9,632	Shotton	23rd July.
Kumari	9,632	Cowley	19th Aug.
Shawmut	9,606	Roberts	24th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION.  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

\* Steerage—Passengers—only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Queen's Buildings.  
Hongkong, 10th June, 1908. [19-30]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ....Capt. H. W. WALKER.

"KWONG SAI" ....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ..... \$4.  
Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 15th June, 1908. [51]

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM  
FOR

STRAITS, OCEYON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."  
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malabar*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Peninsular*, due in London on 9th August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 15th June, 1908. [7]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO."  
will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, 12th June, 1908. [540]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With liberty to call at the Malabar Coast).

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WEATHER FORECASTS AND  
STORM WARNINGS, ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a BALL below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FROD,  
Director.

15th July, 1907.

THE HONGKONG TELEGRAPH.

15th July, 1907.

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15th July, 1907.



## AUSTRALIA'S FLAG.

## THE KING DECIDES THE ARMS FOR THE COMMONWEALTH.

The confusion which has for some time past existed as to the correct coat of arms of the Commonwealth of Australia has now been overcome. By a Royal Warrant dated the 7th ult. the King has granted arms for the Commonwealth, of which the following is the official description or "blazon":—

"Azure on an inescutcheon Argent upon the Cross of St. George cotiled of the field five six-pointed stars of the second (representing the Constellation of the Southern Cross) all within an orle of inescutcheons of the second, each charged with a chevron gules." Crest: On a wreath of the colours. "A Seven-pointed Star Or." Supporters: "On a compartment of grass to the dexter a Kangaroo, to the sinister an Emu, both proper." Motto: "Advance, Australia!"

The colours are those of the Union flag, and the six smaller shields or "inescutcheons" stand for the six States of which the Commonwealth is composed. A handsome carving of the shield of arms will in due course appear upon the Victorian Memorial at Buckingham Palace.

## COMMERCIAL.

## TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2/6 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1/3 1/2
India T.T.	1/3 1/2
Do. demand	1/3 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	77 1/2
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	108 1/2
Buying.	
4 months' sight L/C.	1/10
6 months' sight L/C.	1/10 1/2
30 days' sight San Francisco & New York.	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne.	1/10 1/2
4 months' sight France	2/6 1/2
6 months' sight do.	2/6 1/2
4 months' sight Germany	1/3 1/2
Bar Silver	24 1/2
Bank of England rate	2 1/2 %
Sovereign	\$11.00

## SHIPPING AND MAILES.

## MAILS OVER.

German (*Prins Heinrich*) 16th inst.  
German (*Goben*) 16th inst., noon.  
Canadian (*Monteagle*) 18th inst.  
Indian (*Namsang*) 19th inst.  
Indian (*Kumang*) 23rd inst.  
American (*Siberia*) 23rd inst.  
German (*Prins Waldemar*) 24th inst.

The s.s. *Rubi* left Manila on 13th inst., at 4 p.m., and is due here on 16th inst., at daylight.  
The H.A.L. s.s. *Heller* left Hankow on 14th inst., a.m., and may be expected here on 19th inst., p.m.

The I. C. S. N. Co.'s s.s. *Namsang* from Calcutta and the Straits left Singapore for this port on 13th inst.

The H.A.L. s.s. *Andalusia* left Kuchino on 12th inst., p.m., and may be expected here on 17th inst., a.m.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Yokohama at 12.30 p.m. on 13th inst., and left again at 4 p.m., same day, for Kobe, where she is due to arrive at 4 a.m., on 15th inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 15th at 11.40 a.m.—The barometer has fallen quickly in S.W. Japan, and a slight fall has taken place over S. China.

A depression which appears to have formed over the Eastern Sea, is now off the coast of S.W. Japan. It will probably move to the N.E. Pressure is high over the Pacific in the neighbourhood of the Bonins.

Fresh S. monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.14 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, fresh or strong; squally, showery.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 13th June, —Bangkok 11th June, Gen.—M. & Co.  
Catherine Apar, Br. s.s., 1,730, W. D. A. Thomas, 13th June, —Calcutta (via Singapore) 8th June, Gen.—D. S. & Co., Ltd.  
Aratoun Apar, Br. s.s., 2,031, A. Stewart, 13th June, —Mojib 8th June, Gen.—D. S. & Co., Ltd.  
Shoiku Maru, Jap. s.s., 999, M. Nemoto, 14th June, —Swatow 13th June, Gen.—O. S. K.  
Onsang, Br. s.s., 1,287, R. Cox, 14th June, —Mojib 7th June, Gen.—J. M. & Co.  
Frithjof, Nor. s.s., 891, O. Andersen, 14th June, —Saigon 13th June, Rice and Cotton.  
Siga, Ger. s.s., 920, G. Schalk, 14th June, —Haiphong 10th June, and Holbow 13th June, Gen. and Rice.—J. & Co.  
Haitan, Br. s.s., 1,186, J. S. Rouch, 14th June, —Fochow 11th June, Amoy 12th and Swatow 13th June, Gen.—D. L. & Co.  
Oleum Shipping, Br. s.s., 1,250, V. McC. Liddell, 14th June, —Tientsin 6th June, Gen.—J. M. & Co.  
Oceano, Br. s.s., 1,739, M. Le Brun, 14th June, —Hongkong 12th June, Coal.—D. & Co.  
Pocahontas, Br. s.s., 1,740, F. G. Co., 14th June, —Saigon 12th June, Gen.—Order.  
Nippon, Jap. s.s., 1,750, G. Tsubokawa, 14th June, —Saigon 12th June, Gen.—Order.  
Lian, Br. s.s., 1,181, C. Williams, 14th June, —Chingwang 7th June, Coal for Canton.—B. & S.

Kyko Maru, Jap. s.s., 500, G. Laprak, 14th June, —Shanghai 11th June, Gen.—N. Y. K.  
Amara, Br. s.s., 1,176, Matlock, 14th June, —Wakamatsu 8th June, Coal.—J. M. & Co.  
Tjikang, Dut. s.s., 2,000, H. Noops, 15th June, —Mojib and Swatow 14th June, Gen.—J. C. J. L.  
Bramble, Br. gunboat, 710, Lieut. Comdr. Hon. R. O. D. Bridgman, 14th June, —Shanghai 5th June, and Amoy 13th June, Gen.—B. & S.  
Shensi, Br. s.s., 1,218, Boyd, 14th June, —Chingkiang 5th June, and Shanghai 10th, Gen. B. & S.  
Romany, Br. s.s., 1,218, Naiber, 14th June, —Kobe 6th June, Ballast.—A. P. & Co.  
Hansgang, Br. s.s., 1,350, S. Wilde, 15th June, —Shanghai 10th June, Gen.—J. M. & Co.  
Chihli, Br. s.s., 1,113, V. Rack, 15th June, —Bangkok 11th June, Gen.—B. & S.  
Candia, Br. s.s., 1,400, O. Jones, 15th June, —Yokohama via Port 3rd June, Gen.—P. & O. S. N. Co.  
Hanoi, Fr. s.s., 742, J. Pinner, 15th June, —Haiphong 11th June, Gen.—A. R. M.  
Keong Wai, Ger. s.s., 1,115, J. Kohler, 15th June, —Bangkok 7th June, and Swatow 14th, Rice and Tea.—B. & S.  
Elax, Br. s.s., 1,625, Brownson, 15th June, —Singapore 8th June, Bulk Oil.—A. P. & Co.

## Clearances at the Harbour Office.

Amara, for Canton.  
Chihli, for Canton.  
Chihli, for Canton.  
Shensi, for Canton.  
Hailan, for Canton.  
Chingkiang, for Canton.  
Romany, for Balic Pappan.  
Oceano, for Canton.  
Haitan, for Swatow.  
Shensi, for Canton.  
Loyal, for Canton.  
Shensi, for Canton.  
Candia, for Singapore.  
Tinan, for Manila.

## Departures.

June 14:  
Chihli, for Bangkok.  
Chihli, for Canton.  
Chihli, for Haiphong.  
Jap. Maru, for Swatow.  
Namsang, for Shanghai.  
Arabia, for Portland.  
Lian, for Canton.

## Passengers arrived.

Per *Catherine Apar*, from Calcutta, &c.—Mrs. Magill and children.  
Per *Aratoun Apar*, from Mojib—Mr. and Mrs. Adams and child, Mrs. C. H. Ragie Rev. and Mr. M. S. Maso.  
Per *Haitan*, from Const. ports—Messrs. D. Mar Haffer and H. N. Riggo and Misses Will (3).

## Passengers departed.

Per *Empress of India*, for Shanghai, &c.—Mr. C. A. Childell, Capt. and Mrs. Proctor, Mrs. Hagen, Mrs. Fremantle, Mrs. McCullough, Miss Dorothy McCullough, Messrs. C. A. Krieg, Lee Lum, Mrs. A. C. More, Master Geoffrey More, Mr. and Mrs. Chambers, child and nurse, Rev. M. Todd, Messrs. P. A. Lapicque, G. D. Christie, Hill, Capt. Kito, Mr. Sparrow, Miss F. Johnson, Mr. and Mrs. Waskylo, Capt. Spink, Capt. Jones, Messrs. Schoenfeld, Goetz and Agassiz.

## Shipping Reports.

Str. *Chihli*, from Haiphong:—Fine S.E. weather.  
Str. *Frithjof*, from Saigon:—Moderate S.W. monsoon.  
Str. *Rajaburi*, from Bangkok:—South West monsoon strong.  
Str. *Pocahontas*, from Salisa Cruz:—Fine weather throughout.  
Str. *Keong Wai*, from Bangkok and Swatow:—Fine weather, moderate sea.  
Str. *Oceano*, from Hongkong:—Heavy continuous rain with strong lightning and thunder strong, sea moderate.  
Str. *Lian*, from Chingwang-tao:—Fine weather to the mouth of the Yangtze, thence strong S.W. monsoon with heavy rain.

## VESSELS IN PORT.

## Steamers.

Bujon Maru, Jap. s.s., 1,118, M. Nemoto, 12th June, —Swatow 11th June, Gen.—O. S. K.  
Childan, Nor. s.s., 1,102, H. Nielsen, 3rd June, —Bangkok 27th May, Gen.—B. & S.  
Chiyeun, Ger. s.s., 1,177, C. Stewart, 13th June, —Shanghai 9th June, Gen.—C. M. S. N. Co.  
Choising, Ger. s.s., 1,021, F. Buecking, 11th June, —Bangkok 5th June, Rice.—B. & S.  
Chowfa, Ger. s.s., 1,055, I. Spiesen, 11th June, —Saigon 7th June, Gen.—B. & S.  
Courtfield, Br. s.s., 4,297, J. Wiseman, 25th May, —Mojib 20th May, Coal.—M. B. K.  
Drufar, Nor. s.s., 1,102, J. Bug, 25th May, —Bangkok 18th May, Rice and Gen.—B. & S.  
Haitan, Fr. s.s., 377, O. A. Heger, 12th June, —Haiphong 11th June, Gen.—A. R. M.  
Haiphong, Fr. s.s., 100, Pomrat, 22nd April, —Haiphong 18th April, Ballast.—Wilks and Jacks.  
Hilary, Ger. s.s., 1,276, H. Uecker, 30th May, —Saigon 24th May, Rice.—S. W. & Co.  
Hongkong, Fr. s.s., 840, A. Cornelissen, 8th June, —Haiphong 5th June, and Hoibow 7th, Rice and Gen.—A. R. M.  
Huichow, Br. s.s., 1,217, E. Forsyth, 13th June, —Canton 12th June, Gen.—B. & S.  
Ithas, Ger. s.s., 1,440, W. Vogeler, 13th June, —Chingkiang 9th June, Gen.—H. A. L.  
Kaifong, Br. s.s., 987, H. Mathias, 13th June, —Hoiho 9th June, Wood and Hemp.—B. & S.  
Kiyo Maru, Jap. s.s., 1,443, S. Hirai, 9th June, —Bangkok 1st June, Teak-wood.—M. B. K.  
Korea, Am. s.s., 5,651, A. Dixon, 4th June, —San Francisco 9th May, and Shanghai 2nd June, Mails and Gen.—P. M. S. S. Co.  
Locksun, Ger. s.s., 1,020, W. Taubert, 4th June, —Bangkok 3rd June, Rice and Rosewood.—B. & S.  
Lennox, Br. s.s., 2,401, F. McVair, 5th June, —Woonung 2nd June, Gen.—C. P. R. Co.  
Manila, Ger. s.s., 1,181, J. Missen, 30th May, —Sydney 5th June, and Manila 7th May, Ballast & Co.  
Mansang, Br. s.s., 1,444, W. Gell, 7th June, —Sandakan 2nd June, Timber and Gen.—J. M. & Co.  
McLoo, Can. s.s., 1,339, J. MacArthur, 13th June, —Canton 12th June, Gen.—C. M. S. N. Co.  
Peiho, Ger. s.s., 476, V. Footwell, 17th May, —Saigon 22nd May, Rice.—H. A. L.  
Perma, Br. s.s., 2,744, A. Dixon, 11th Jan., —San Francisco 7th Dec., and Portland, Or. 15th, Flour.—O. & S. S. Co.  
Towkhai, Br. s.s., 1,350, G. Tsubokawa, 14th June, —Saigon 12th April, Ballast.—Eag. Hok Fong S. S. & Co.  
Progress, Nor. s.s., 1,150, Schmitz, 11th June, —Mojib 4th June, Coal.—Aagaard Thore & Co.

Prometheus, Nor. s.s., 1,020, O. Cornelissen, 4th June, —Bangkok 28th May, Rice.—B. & S.  
Samson, Ger. s.s., 998, F. Schmitz, 3rd June, —Saigon 3rd June, Rice and Cotton.—B. & S.  
Shantung, Ger. s.s., 1,658, G. Goserich, 3rd June, —Bangkok 27th May, Rice and Salt.—Yuen Fat Fong.  
Sumatra, Ger. s.s., 507, Meliken, 12th June, —New Guinea 2nd May, and Palao 12nd June, Copra.—M. & Co.  
Teon, Br. s.s., 1,346, Outerbridge, 12th June, —Manila 9th June, Gen.—B. & S.  
Telemachus, Br. s.s., 1,340, J. Williamson, 13th June, —Saigon 8th June, Rice.—Chinese.  
Tinan, Br. s.s., 1,400, E. Finsland, 10th June, —Yokohama 2nd June, Gen.—B. & S.  
Tsinan, Ger. s.s., 1,003, O. Koch, 10th June, —Bangkok 1st June, Rice.—B. & S.  
Varenita, Br. s.s., 2,100, O. Jones, 15th June, —Cardiff 17th April, Coal.—Government.  
Vaushall, Br. s.s., 2,346, Broderick, 12th June, —New York 14th Mar., and Labian 6th June, Kerosine Oil.—S. O. Co.

## SAILING VESSEL.

Juteopala, Br. ship, 2,840, Stewart, 5th June, —San Francisco 5th April, Case Oil.—S. O. Co.

## DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.  
Soraogon, at Kowloon Dock.  
Courtfield, at Kowloon Dock.  
Arabia, at Kowloon Dock.  
Aker, at Kowloon Dock.  
Hongkong, at Kowloon Dock.  
Peiho, at Kowloon Dock.  
Chowlat, at Kowloon Dock.

## The Ships Passed Canal.

19th May—*Aslanax*, *Belaravia*, *Glenstrat*, *Peshawar*, *Schnitzli*, 22nd May—*Albenga*, *Antenor*, *Armand Baki*, *Idemneus*, *Tenkal*, *Prometheus*, *Sinaca*, *Socotra*, *Indrapura*, *Isirla*, *Jason*, *Lohian*, 25th May—*Banled*, *Pera*, *Sambila*, *Palkhan*, 29th May—*Calado*, *Montgomery*, *Sasania*, *Isaba Maru*, *Kaschik Maru*, 2nd June—*Goed Elands*, *Richmers*, *Nora*, 5th June—*Agamemnon*, *Australis*, *Indramaya*, *Liberia*, *Nitokhor*, *Nubia*, *Quen Olga*, 9th June—*Glenhurst*, *Belaravia*, *Colombo Maru*, *Prins Ludw.*, 12th June—*Tudor Prince*, *Kamakura Maru*, *Katsuo*, *P. E. Friedrich*, *Silasta*, (Ger.) *Samuli Maru*, *Touran*.

Arrivals at Home—19th May—*Glenloch*, *Cathay*, 21st May—*Borneo*, 22nd May—*Pak Ling*, *Tamba Maru*, 10th May—*Ajax*, *Armand Baki*, *Prins Fegent*, *Lutpolia*, 2nd July—*Belaravia*, *Bennick*, *Prometheus*, 5th June—*Kennedie*, *Monmouthshire*, *Roon*, 9th June—*York*, *Isaba Maru*, *Palkhan*, 17th June—*Pera*, 12th June—*Inverclyde*, *Australis*.

## CHINA COAST METEOROLOGICAL REGISTER.

June 13th, 1908, a.m.		Bar. Th. Hu. Wind W.	
Vladivostok	7 a.m.	29.85	51 98 N 1 f
Nemuro	6 a.m.	29.97	— S 1
Hakodate	—	—	— NW 4
Tokio	—	29.79	— E 4
Kochi	—	29.70	— — 0
Nagasaki	—	29.88	— N 2
Kagoshima	—	29.88	— NW 2
Oshima	—	29.89	— SW 2
Naha	—	29.86	— S 0
Shikajima	—	29.86	— S 0
Bonin Is.	—	30.04	— S 2
Cheloo	6 a.m.	29.68	74 W 3 0
Weihaiwei	6 a.m.	29.75	66 E 2 0
Hankow	6 a.m.	29.84	76 95 E 2 0
Kiungking	—	29.80	75 86 E 2 0
Shanghai	9 a.m.	29.83	75 86 ESE 1 0
Guttsai	—	29.80	71 90 SE 2 0
Sharp Peak	—	29.81	71 100 SE 2 0
Amoy	6 a.m.	29.85	78 91 NE 1 0
Swatow	—	—	76 95 E 2 0
Taihou	5 a.m.	29.88	— SE 2
Taiwan	—	29.88	— SE 2
Kashan	—	29.89	— NW 2
Koshan	—	29.87	— S 5
Canton	7 a.m.	29.88	78 94 NW 1 0
Hongkong	10 a.m.	29.88	78 94 NW 1 0
Victoria Peak	—	29.83	— SW 3
Cap Rock	—	29.83	— ESW 4
Macao	—	29.88	— ESW 1 0
Hoihow	2 a.m.	—	—
Pakhoi	—	29.86	— NW 2 0
Philia	8 a.m.	29.86	— NW 2 0
Touran	—	29.88	— — 0
O. St. James	—	29.89	— NW 2 0
Aparri	6 a.m.	29.93	79 NW 1 0
Manila	10 a.m.	29.91	86 65 WNW 1 0
Legaspi	6 a.m.	29.90	— ENE 1 0
Isolado	—	29.98	— ENE 2 0
Iloilo	—	29.98	— ENE 2 0
Cebu	—	29.98	— ENE 2 0
Labuan	—	29.90	78 E 2 0

## June 15th, 1908, a.m.

Vladivostok	7 a.m.	29.85	57 87 SE 1 0
Nemuro	6 a.m.	30.01	— NW 2
Hakodate	—	30.01	— NW 2
Tokio	—	30.02	— NW 2
Kochi	—	29.95	— NW 2
Nagasaki	—	29.95	— NW 2
Kagoshima	—	29.90	— NW 2
Oshima	—	29.89	— NW 2
Naha	—	29.93	— S 4
Shikajima	—	29.89	— S 6
Bonin Is.	—	30.03	— — 0
Cheloo	6 a.m.	29.82	69 SE 2 0
Weihaiwei	6 a.m.	29.82	69 SE 2 0
Hankow	6 a.m.	29.82	69 SE 2 0
Kiungking	—	29.82	72 85 E 2 0
Shanghai	9 a.m.	29.82	72 85 E 2 0
Guttsai	—	29.76	69 95 E 1 0
Sharp Peak	—	29.82	76 95 E 1 0
Amoy	6 a.m.	29.82	80 91 SE 1 0
Swatow	—	29.82	79 95 E 1 0
Taihou	5 a.m.	29.88	— — 0
Taiwan	—	29.88	— — 0
Tainan	—	29.91	— SE 2
Koshun	—	29.90	— — 0
Pescadores	—	29.89	— S 4
Canton	7 a.m.	29.86	83 76 SE 4 0
Hongkong	10 a.m.	29.86	83 76 SE 4 0
Victoria Peak	—	29.84	— ESW 7
Cap Rock	—	29.84	— ESW 7
Macao	—	29.88	— S 4 0
Hoihow	2 a.m.	—	—
Pakhoi	—	29.87	— S 5 0
Philia	8 a.m.	29.87	— S 5 0
Touran	—	29.88	— S 5 0
O. St. James	6 a.m.	29.97	77 SW 1 0
Aparri	6 a.m.	29.97	77 SW 1 0
Manila	10 a.m.	29.91	60 ESE 2 0
Legaspi	6 a.m.	29.91	77 E 2 0
Isolado	—	29.95	— ENE 2 0
Iloilo	—	29.95	— ENE 2 0
Cebu	—	29.91	84 E 1 0
Labuan	—	29.89	81 E 1 0

Barometer 29.89, 10.00  
Temperature 81, 90  
Humidity 85, 95  
Rainfall 0.00

## Steamers Expected.

Vessel	From	Agents	Due
America Maru	Japan	T. K. K.	June 16
Prins Heinrich	Fochow	M. & Co.	June 16
Geben	Singapore	V. & Co.	June 16
Tjikang	Mojib	J. C. J. L.	June 16
Monteagle	Calcutta	C. P. R. Co.	June 18
Socotra	Singapore	P. & O. Co.	June 18
Isirla	Singapore	H. A. L.	June 18
Yatoro Maru	Singapore	N. Y. K.	June 18
Namsang	Singapore	J. M. & Co.	June 19
Komsang	Calcutta	J. M. & Co.	June 23
Siberia	Japan	P. M. Co.	June 23
Emp. of Japan	Vancouver	C. P. R. Co.	June 24
P. Waldegar	Sydney	M. & Co.	June 24

## Post Office.

A mail will close for—  
Tokio—Per *Shoiku Maru*, 16th June, 9 a.m.  
Singapore, Penang and Colombo—Per *Candia*, 16th June, 9 a.m.  
Shanghai—Per *Waikang*, 16th June, 10 a.m.  
Swatow, Cheloo and Tientsin—Per *Hutchins*, 16th June, 3 p.m.  
Keelung, Shanghai, Mojib, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Korea*, 16th June, 11 a.m.  
Swatow, Amoy and Fochow—Per *Haitan*, 16th June, 1 p.m.  
Manila—Per *Teon*, 16th June, 3 p.m.  
Amoy and Shanghai—Per *Kinkiang*, 16th June, 3 p.m.  
Manila—Per *Munster Castle*, 16th June, 4 p.m.  
Shanghai, Yokohama and Kobe—Per *Nippon*, 16th June, 4 p.m.  
Shanghai—Per *Hansang*, 17th June, 10 a.m.  
Cebu and Hoiho—Per *Kaifong*, 17th June, 10 a.m.  
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjikang*, 17th June, 3 p.m.  
Swatow, Amoy, Fochow and Shanghai—Per *Bujon Maru*, 18th June, 9 a.m.  
Tientsin—Per *Chingkiang*, 18th June, 10 a.m.  
Europe, &c., India, via Toulon—Per *Prins Heinrich*, 18th June, 11 a.m.  
Keelung, Shanghai



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND PER SHARE.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	\$1,500,000	\$2,000,387	Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 %	\$755 buyers (London £78.10/-)
Nations Bank of China, Limited	9,025	£7	£6	\$1,735,333	\$71,293	\$2 (London 3/6) for 1907	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$20 for 1906	8 1/2 %	\$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	\$1,125,000	Tls. 204,424	Interim of 7/6 ex 3/4 for 1907	6 %	Tls. 77
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$506,011	Final of \$15 making \$45 for 1906 and Interim of \$3 for 1907	5 1/2 %	\$795
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000	\$591,763	\$1 and bonus \$5 for 1906	9 1/2 %	\$152 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$372,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$228,027	\$27 for 1906	8 1/2 %	\$315
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$1,053	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$4 for year ending 30.11.07	10 1/2 %	\$37 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,500,000	\$18,437	\$1 1/2 for 1906 and half-year making in all \$2 1/2 for year ending 31.12.07	7 1/2 %	\$29 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,500,000	\$3,694	5/- for 1906 @ ex 2/2 = \$2.24 per share	3 1/2 %	\$38
Do. do. (Deferred)	60,000	£5	£5	\$1,500,000	£14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	Tls. 43 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,000,000	\$172,370	Second interim of 1/- (Coupon No. 9 for 1907)	4 1/2 %	Tls. 51 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000	\$98	\$1.00 for year ending 30.4.1908	4 1/2 %	\$25
Star Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000	\$18,730	\$0.50 for year ending 30.4.1908	3 1/2 %	\$15
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	\$1,000,000	£18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000	\$9,218	\$8 for year ending 31.12.07	...	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	£18,730	\$1 for 1907	...	\$22
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 8,935	Tls. 1 (8 %) for year ending 31.8.06	...	Tls. 77 1/2 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	\$11,556	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 16 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000	\$11,358	No. 12 of 1/- = 48 cents	...	\$8
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	\$50	\$50	\$1,000,000	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$51 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000	\$141,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$107
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	\$1,000,000	\$10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 234 1/2 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 20 1/2 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$21 buyers
Central Stores, Limited	50,125	\$15	\$15	\$1,000,000	\$9,178	\$1.80 for 1906	...	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$253	Final of \$3 1/2 making \$7 1/2 for 1907	7 1/2 %	\$95
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	\$36,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	\$4,621	70 cents for 1907	7 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 107,547	Final of Tls. 2 and bonus of Tls. 2 making in all Tls. 4 for 1907	6 1/2 %	Tls. 121 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	111
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000	none	Tls. 8 for 1906	...	Tls. 77 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 50,663	Tls. 50 for 1906	...	Tls. 255 sales
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000	£698	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000	Nil.	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,000,000	\$25,000	60 cents for year ended 28.2.06	...	16 1/2 buyers
Do. Do. special shares	10,000	\$1	\$1	\$1,000,000	\$3,593	80 cents for 1907	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$2,074	\$1.30 for year ending 31.7.07	6 1/2 %	\$30
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000	\$5,78	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$11
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$251	75 cents for 31.12.07	6 1/2 %	\$10 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000	\$15,002	\$2 1/2 for year ending 28.2.07	13 1/2 %	\$16 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,000,000	\$9,321	11 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$16
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$225 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$8,191	Final of \$1.20 making in all \$2 for 1907	8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 1/2 %	Tls. 520 sellers
Maatschappij tot Mijl. Boort en Landbouw	25,000	Ga. 100	Ga. 100	\$1,000,000	\$7,314	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	4 1/2 %	\$14
Ploister in Langkat, Limited	25,000	\$10	\$10	\$1,000,000	Nil.	None	...	\$8
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 109 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 90 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000	Tls. 38,332	Final of 37/6 making 52/6 for 1907	...	Tls. 385 sales
Shanghai Gas Company, Limited	34,000	Tls. 50	Tls. 50	\$1,000,000	Dr. \$41,934	None	6 1/2 %	\$23 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000	\$478	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$1,000,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 111
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000	£111	50 cents for 1907	...	\$13
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 %	\$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000	\$16,438	Final of 30 cts = 3 1/2 % making 60 cents for year ending 31.12.07	...	\$5 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000	\$41	Final of 30 cts making 80 cts. for the year ended 30th June, 1906	...	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000				
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000				
William Powell, Limited	15,000	\$10	\$10	\$1,000,000				

\* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1850

FURNITURE,

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GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;c. &amp;c. &amp;c.

KODAKS, FILMS,

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Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1908.

43

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask or write for Illustrated Booklet on "Defective Sight,"—free.  
LONDON, CALCUTTA, SHANGHAI.  
21, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road.  
Hongkong, 4th March 1908. (4)SWATOW DRAWN WORK  
COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE  
LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.  
CANTON EMBROIDERY and CHINESE  
LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 10th October, 1907. (5)

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.

PRICE VERY CHEAP.

NEW BICYCLES

('HUMBER')

\$100 each

Repair Undertaken.

MOTOR LAUNCHES

FOR HIRE

from \$2 per hour.

SOLE AGENT FOR

THE

FAMOUS HUMBER  
CYCLES.

DRAGON CYCLE

DEPOT,

NOTE NEW ADDRESS:

31 &amp; 33 DES VEAUX ROAD.

Hongkong, 15th May, 1908. (4)

O. C. MOOSA,

1 &amp; 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND  
SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE-KID  
from the best American Manufacturers.FLANNELS, TWEEDS, SERGES,  
Ladies' DRESSING GOWNS  
and JACKETS.Samples on application. Coast  
ports orders carefully executed.

Hongkong 3rd January, 1908. (6)

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907. (6)

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state  
that she will be pleased to receive orders for  
all kinds of NEEDLEWORK.Gentlemen's Shirts made to order, and Collars  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.The Superiores will also be most grateful  
for any PAPER, or Old ENVELOPES to be made  
into Books for the Children of the Poor School,  
who are taught by the Sisters.

Hongkong, 15th April, 1908. (6)